

# Long Distance Automobile Touring Growing Popular---Motor Industry Prosperous

## TOURING GROWING IN POPULAR APPEAL, SAY CLUB OFFICIALS

Record for Long Distance Trips Sure to Be Made This Season.

By HARRY WARD.

The present season will surely establish a record for long distance automobile touring, if the inquiries for routes and road information received by the Touring Club of America during the past week are any criterion. These requests are being received from all over the United States and Canada, illustrating to a marked degree that long distance travel is increasing in popularity.

Judge C. C. McChord, of the Interstate Commerce Commission, an enthusiastic motorist and member of the touring club, is planning an extensive tour throughout the middle west, going over the mountains by way of Pittsburgh and Wheeling, and thence to Cincinnati and Louisville. James R. Stettin, a prominent Pittsburgh attorney, plans to motor east to Gettysburg and down the Shenandoah valley. The touring club's scout cars have mapped out a very pleasant entrance into this famous battle-scarred valley, so that the many historic scenes of strife may conveniently be approached by automobile.

Among the more extensive itineraries recently compiled is one for Mr. and Mrs. Alfred W. Seaman, of Brooklyn, members of the touring club, who are now on a 4,000-mile journey which will cover a period of about two months, and will take them through nearly all of the Eastern and Southern States.

There are few metropolitan automobilists who have traveled more extensively by motor car in America than they have. Mrs. Seaman being an enthusiastic automobilist as well as an expert driver, and will be at the steering wheel of their car during part of this trip.

From New York the party is proceeding south to Atlanta by way of Philadelphia, Gettysburg, Staunton and Roanoke, Charlotte, Camden, Columbia, Augusta, to Atlanta and Birmingham, Ala., where they turn northward by way of Nashville, Louisville, Cincinnati, and Indianapolis. Road conditions will be reported at the touring club's Southern branches at Atlanta, Nashville, and Louisville.

Emerson & Orme report the sale of a 2,000-mile Detroit electric panel-body milk wagon to the Walker-Gordon Company.

Mr. and Mrs. Joseph Strassburger and their niece, Misses Fiedla and Emma Sass, will leave tomorrow on an extensive automobile tour through New England. The party will go to New York and thence to Boston and Portland, Maine. Numerous side trips will be made, including a tour through the White mountains.

Jules Demonet has placed an order with Emerson & Orme for a Detroit electric milk wagon to be delivered in September.

Mr. and Mrs. Joseph Berberich and Mr. and Mrs. Samuel Wolf returned this week from a 2,000-mile automobile trip. In Mr. Berberich's 6-horsepower Thomas touring car, the party left Washington June 13 and toured to Cincinnati, Columbus, Cleveland, Buffalo, and thence to Toronto. Returning the tourists visited Niagara Falls, Buffalo, Erie, Toledo, Detroit, Springfield, Dayton, and Cincinnati, returning to Washington direct from the Ohio city.

"We had a delightful trip," said Mr. Berberich. "The roads for the greater part of the way were excellent and the scenery left nothing to be desired."

Mr. Berberich is planning a number of trips during the touring season.

The Commercial Automobile and Supply Company reports the sale of a 1912 Buick touring car to F. W. Woodard, an E-M-F roadster to Henry F. Woodard, and an E-M-F demi-tonneau to Joseph C. Sheehy.

"Ted" S. Johnston, manager of the Buick Motor Company, is in Flint, Mich., attending the annual convention of Buick branch managers. He is accompanied by Mrs. Johnston and after the convention they will spend some time at the Thousand Islands.

C. Royce Hough, who has been identified with the motor car business of this city for many years, has joined the Luttrell Company and will have charge of the Packard truck department.

The popularity of Goodyear No-Rim Cut automobile tires is indicated by the fact that since November 1, last, the Goodyear Tire and Rubber Company has produced 1,330,000 of these tires. "This is a record to be proud of," said F. W. Powers, manager of the Goodyear branch here.

**Ford Plans Output of Quarter of Million Cars**

Detroit, accustomed as it is to huge figures in automobile manufacturing, was absolutely gasping when Henry Ford, in a casual sort of way, remarked that he intended to turn out 250,000 cars during the coming year. As Ford's statements usually can be taken at their face value, without the necessity of discounting them, this means that a quarter of a million dollars will actually leave the Ford factory in 1913. This sum represents in quantity, if not in value, the entire output of all German, British, and Italian factories combined.

## Emergency Hospital's New Motor Ambulance

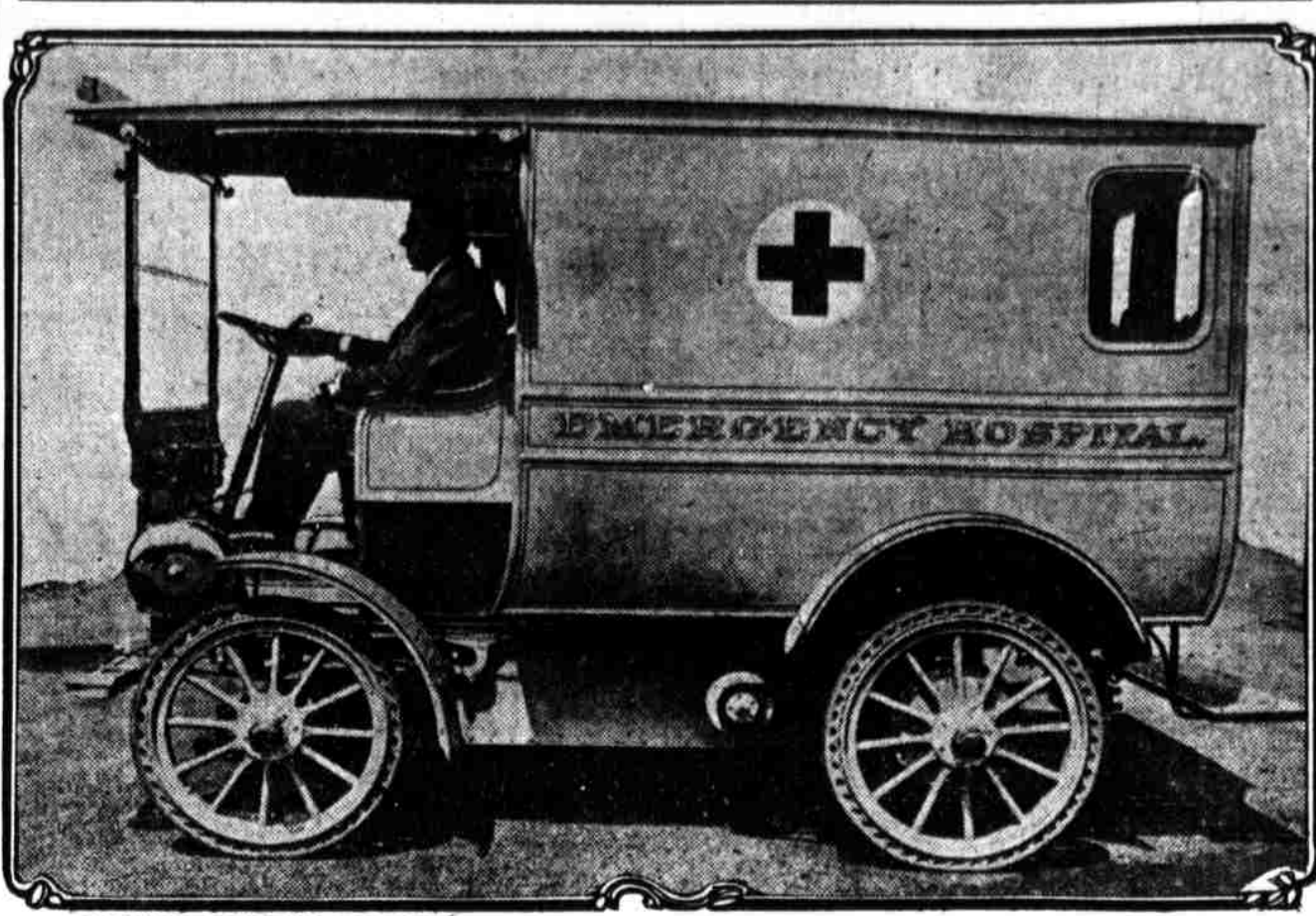


PHOTO BY G.V. BUCK

Detroit Electric Machine Presented To the Institution by Mrs. E. T. Stotesbury, and Now in Active Operation.

## NO CURTAILMENT OF DEMAND, ASSERT MANUFACTURERS

Next Year Indicates Marked Increase Over Any Previous Season.

"The firm financial conditions and marvelous prosperity that have prevailed throughout the country since the commencement of the present season, and which not only have been sustained with surprising fidelity but shown a constant increase, have been important contributing factors to the growth and production of the automobile industry during the past seven months," said the assistant general manager of a well-known Detroit company.

"Not for a single moment has there occurred the slightest fluctuation or uncertainty as to the security of the business or output for the year. The motor car has gained an enviable position among the great industries of the nation, and the indications are that the business next season will show a marked increase over any previous year."

"There is an imperative demand for cars ranging to the extreme in price. From the great corporations down to the average farmer, the motor car is considered indispensable. Nothing is more absurd than the talk of petty theorists and economists one sometimes hears, about an overcrowded market. Old-time professors of economy used to tell us that the law of demand created the supply. The direct reverse is as oftentimes true and works both ways when applied to our business. A great percentage of the inventions were never thought of but by the inventor and perhaps a few others."

"Wireless demands were there for wireless telegraphy? The majority of the most distinguished scientists pronounced a dreamer. Well, who would now care to cross the Atlantic without the protection of the wireless, knowing that it is available? When the gasoline stove made its advent the housewife looked upon it with suspicion, but with a little urging and training, it was soon considered indispensable to every well ordered kitchen. What demand existed for the phonograph, moving pictures, the telephone, and countless other things for service and pleasure? The automobile is the answer to an urgent demand for better methods of transportation, but, above this, it is the creator and developer of a way of things that people never thought of."

"The motor car makes possible a saving of from 30 to 75 per cent over the horse in nearly every channel of business, and it is simply a matter of sense and economy that improved methods be adopted. Factories everywhere are far behind roads, and we, like many others, have greatly increased our output for the coming season. The last shadow of doubt as to the security of investment that may have existed among a few conservative business men, passed with the preceding year, and there is no lacking of support and co-operation in banking relations, nor from any other important source. The business cannot be given a separate classification in financial matters, as it is thoroughly interwoven with every conceivable interest. Political situations forecast no trouble, and it is unreasonable to presume that the industry should be affected any more than a wheel foundry or a shoe factory."

## Creed for Motorists

A well-known motorist has outlined the new creed for motorists, as follows:

"Teach us to drive through life without skidding into other people's business. Preserve our brake lining that we may stop before we are ditched. Help us to find the knobs in our own motors and harken not so much to the clashing of the other man's gears. Teach us that lying about sales is not salesmanship. Keep the screws in our heads as tight as we would like to have the screws in our automobiles, and never let us overlook the fact that people who live in gasoline houses should not throw lighted matches around other people's houses."

## OVERHAULING OF MOTOR CAR TAKES AND EXPERT HAND

First-Class Mechanic May Spend a Week in Fitting An Engine.

"There are two ways in which motors can be overhauled," says the head of a prominent automobile school. "The usual way for the average driver to do the carbon, grind the valves and take up on the wrist pin bearings, connecting rod bearings and main engine bearings, if they need it."

"This taking up on the bearings is usually done by taking off the caps and removing one or more of the shims until the bearing is again snug. If there is a solid shim between the halves of the bearing this must be filed down sufficiently to allow the play to be taken out of the bearing. The other parts of the motor must be carefully looked after and replacements made in a similar manner."

"The other way of overhauling a motor does not come under the duties required of the average driver, but rather of experienced and well trained mechanics. No novice should ever attempt to scrape in a bearing. To fit a bearing properly in a motor requires considerable experience. It is somewhat of an art. However, when once properly done the results obtained more than offset the initial expense incurred."

"In overhauling cases of this kind the whole power plant is removed from the chassis and stripped. The crank is removed from the crank case. Before the bearings are begun to be fitted the shafts and similar parts are centered and trued up with the machinery. After this is done each bearing from the crank shaft up is carefully scraped and fitted."

"It is not unusual for a first-class mechanic to spend a week or more fitting a main engine and connecting rod bearings."

## MRS. STOTESBURY GIVES HOSPITAL MOTOR AMBULANCE

The Emergency Is Proud of Its New \$3,300 Electric Machine.

The motor driven ambulances presented to the Emergency Hospital by Mrs. E. T. Stotesbury, through Mrs. Z. E. Gaff, was placed in service yesterday. Finished in battleship gray with nickel trimmings and red upholstery, it is one of the finest ambulances ever built. The machine, with its equipment of the latest hospital appliances, cost \$3,300. It is equipped with Edison batteries and is capable of making a speed of twenty-five miles an hour.

The body of the ambulance is roomy and the double stretcher arrangement will accommodate as many as three patients at a time. Jesse Williams, who has driven the hospital's horse-drawn ambulances for the past seventeen years, is rapidly acquiring the art of piloting the motor ambulance.

The machine was built by the Anderson Electric Carriage Company, of Detroit, the order being secured by Emerson & Orme, Washington agents for the Detroit electric.

"The Detroit electric ambulance we have just turned over to the Emergency Hospital is probably the finest machine ever turned out by its builders," said Bruce Emerson. "With its finish and equipment it is a splendid example of the electric carriage builder's art."

**Newport Recognizes Value of Motor Car**

With the social season at Newport at its height, the automobile appears this year as its indispensable adjunct in greater numbers than ever before. The men each morning are brought to the center of the city chiefly in motors driven by their wives, daughters or feminine guests. Most of the women drive their own automobiles, a custom that has been growing more popular in recent years and is especially marked now. They do not drive high power touring cars or limousines. They have made popular here the smart little runabouts of which there are many in use. Drooping the men at the banking offices, the women go on to the Casino dressed in short white skirts, comfortable hats and rubber-soled shoes ready for a morning of tennis on the Casino courts.

**Senator Seeks Opening Of Park to Motorists**

Motorists declare that the Yellowstone National Park is the finest touring district in America. They agree with Senator W. B. Heyburn of Idaho, that legislation should be enacted to provide for motor traffic in the big park itself. The Idaho Senator has just introduced such a resolution in Congress. Objection has always been made that motor traffic would interfere with the safe use of horse-drawn vehicles. Many of the other national parks now allow autos in their confines. Glacier Park was recently opened to them.

## SCARF HOLDER IS LATEST NOVELTY FOR MOTOR LOVERS

Headrests, Medicine Chest, and Other Attractive Accessories on Market.

The automobile scarf holder is an invention for the comfort of men. It is leather and has an arm over which the tie is hung, then it is folded and snapped together. It packs flat and may be opened at the journey's end and hung up.

A great convenience for the tourist is the little alcohol iron, which comes in a flat case. The handle folds over the little flask that holds the alcohol and the little iron rest is in the cover of the case. It is compact and easily carried.

Comfortable headrests to use on long trips are the small round ones with straps to fasten them at the back of the car seats.

Helmet shaped changeable silk bonnets, the veil held in place by an ornament of Bulgarian embroidery, are very much used and becoming to nearly all styles of face.

A new model in the popular dust coat comes in brown mohair. It has a ratine collar, cuffs, and buttons, and has a decided Watteau pleat in the back, stitched flat to the waist line and falling loose below.

There is a new medicine chest for garage use that is most complete. Everything is contained in the chest for the healing of burns, setting of broken bones and first aid helps of all kinds that are most apt to be needed.

Mohair robes are very popular now and they come in all of the colors to match the car lining. They are finished with a border of stitching from three to six inches wide.

One of the silk finished air pillows comes in crescent shape and will with a strap about the neck. It forms a most comfortable headrest on which to take a nap without the trouble of removing one's hat.

Pretty leather sewing bags for automobile use have stiff leather bottoms on which the spools are fastened. The soft leather top opens out in perfect circles, so that one may find the contents of the little pockets most readily.

A combination writing and sewing case is another new arrival in the line of conveniences. It is very complete in its fittings and folds flat enough to be carried in the rail pocket of each desired.

One of the very swaggiest coats is in the Robespierre model. It is in black and white striped wool, lined with green satin. It has large black and white buttons, and is forty-five inches long. The hat that goes with the coat is a white Tuxal straw faced with black lace, turned abruptly up from the face.

Another novelty is the short white serge coat that is sort of a Norfolk model, but without the pleats. It has white pearl buttons and a belt, and is quite the thing for the extra warm.

One of the pretty coats for motor car use is made in what is called the deep sleeve raglan model. It is made of brown tweed of Scotch weave, with the collar and cuffs of red leather strapped with the goods. The three big buttons used on the front are made of the leather and cloth.

Among the newer hats for automobile use are the soft white and dove colored felts, with a scarf of silk of the same color draped around the crown and finished with a square feather buckle or with a breast and tail feathers of gay coloring.

Ponkee hats are very popular, and are also trimmed with the game bird feathers, with a square feather buckle or with a breast and tail feathers of gay coloring.

The English dusters in plain raglan models, strapping close at the wrists and buttoning high at the neck, are very popular in heavy linen.

**Motors Prohibited.**

Prince Edward Island is probably the only place in the world where automobiles are prohibited, except Bermuda. While both of these islands have consistently kept up the ban on motor cars, there is prospect of reopening Prince Edward Island. A. R. Freeman, a citizen and publisher of Summerside, P. E. I., has begun an educational campaign to offset a pronounced feeling against automobiles due to reckless use of them when first introduced.

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AUTOMOBILE INSURANCE,  
COMBINATION POLICIES,  
Something New,  
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**Maxwell Special, Columbia Silent Knight**  
Twenty Other Models.  
\$600 TO \$5,000.  
United Motor Washington Co.,  
N. 4134. 1221-23 14TH N. W.

## Well-Known Dealer



SAMUEL A. LUTTRELL, Head of the Luttrell Company, Packard Agents.

## Use Care In Selecting Proper Type of Battery

In buying an electric car it is frequently the case that purchasers do not give sufficient consideration to the type of storage battery that is installed. In both pleasure and commercial cars the tires used, the finish of the car and other specifications are apt to be given far more thought than the battery. Since the storage battery is the power plant which furnishes the energy to operate a car, it deserves careful consideration.

Exide batteries are used in many electric cars. It is interesting to note the various types of this battery and the various services for which each is adapted. The first battery in this group is the Exide, which was the original battery designed for electric vehicle use. This battery is adapted for both pleasure and commercial cars and has proved its superiority from years of use.

When there developed among electric vehicle owners a demand for greater mileage per charge of battery than could be obtained from the Exide, then the Hyvac-Exide battery was put upon the market. The Hyvac-Exide battery is of the same design as the Exide battery, but the plates are thinner and a larger number can be used in the same space and for about the same weight as the Exide. This is the type of battery which is being used for operating street cars by the Third Avenue Railway Company, of New York City.

Exide batteries are still greater capacity than is obtainable from the Hyvac-Exide battery. The Thin-Exide battery has been designed. For example, some electricists must make a certain number of trips or miles per day, greater than they could make with the Exide or Hyvac-Exide, and therefore require the additional capacity which the Thin-Exide battery gives. The Ironclad-Exide is the latest and highest development of the Exide battery.

## LUTTRELL ONE OF WASHINGTON'S BEST AUTOMOBILE MEN

Has Wide Experience in National Capital and Has Met With Success.

Few men in the automobile business of Washington have had more experience in all branches of the industry than Samuel A. Luttrell, head of the Luttrell Company, agents for the Packard car. Mr. Luttrell broke into the game in 1904, when he accepted a position with the Washington Electric Vehicle Transportation Company. Later, he joined the Cook & Stoddard Company, and in 1906 he embarked in business for himself.

He handled the Buick line, and through his efforts the Buick became one of the most popular makes in this city. The present quarters of the company, at Dupont circle and Connecticut avenue, are among the best equipped motor showrooms in Washington.

Mr. Luttrell is not only familiar with all branches of the automobile business, but is also a driver of note. He has participated in numerous races and holds the New York Stoddard record, which he established last year in a Packard. He is interested in aviation and has built one or two machines. Mr. Luttrell is a member of the Commercial Club, the Automobile Club of Washington, and the Columbia Country Club.

## Effective Device on New Model for Cool Air

For driving in hot weather there is a little device on the bodies of one of the 1913 models, which is very effective in keeping the driver cool. When the progress of body design dictated the adoption of foredoors on motor cars, engineers foresaw that the difficulty to be overcome would be to keep the front compartment of the car cool and well ventilated, for it is close enough to the engine to receive some of the heat generated there. The designers have successfully met the problem by the use of a small hook which holds the front doors open a little more than two inches at the forward side. The doors are fastened rigidly. From the side only the closest inspection discloses the fact that they are open. The speed of the car causes the doors to act in the manner of air scoops. They shoot a constant stream of air into the compartment, and result in a great increase of comfort for the passengers. This is another of the extremely valuable little things for which Peerless designing has become well known.

## Motoring Extremes.

Indiana claims the oldest and youngest active motorists. John L. and Meedy Blush, aged respectively eleven and eighty-two, have taken a Studebaker "37" roadster from their home in Seymour to Indianapolis and back—12 miles—in a day. For several miles they had an exciting race with a Studebaker "39" coupe, driven and owned by W. H. Moore, of Kokomo, aged eighty-eight, who has toured all over the Hoosier State, and never lets anyone else help him in taking care of his car.

## What Rim-Cutting Costs in Tires

An Average Waste of 23 Per Cent

We sent men to a plant which deals with old rubber. They examined there thousands of ruined tires, of nearly every make.

And they found that 23 per cent of the old-type tires—of the clincher tires—were rim-cut.

Some were slowly wrecked by running soft. Some were wrecked in a moment by running flat. They proved that nearly one-fourth of all tire upkeep was due to rim-cut tires.

## All Needless Waste

No-Rim-Cut tires end this loss forever. Out of over 1,250,000 sold not one has ever rim-cut.

All the cost and worry of rim-cutting is now a needless waste. In this way alone these patent tires afford an average saving of 23 per cent.

**10% Oversize**  
Then No-Rim-Cut tires—the new-type tires—are 10 per cent over the rated size.

And that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage. That's another saving. These two features together—

**200,000 Users**  
Some 200,000 motor car owners have proved out Goodyear tires. About one-third of all cars use them.

As a result, No-Rim-Cut tires now far outsell any other tires. The sale today is 12 times larger than three years ago.

You are paying twice too much for tires until you use this type.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

**THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio**  
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